MD 500 IS ASSUMED TO RUN IN AN EAST/WEST DIRECTION

EXISTING SIGNALS TO REMAIN

3,4,7, 8,10,12 — 12"

1,2,5,6 — 12"

9,11 — 12"

EXISTING SIGNALS TO BE REMOVED

13A,14A,15A,16A, 17A,18A,19A,20A — 12"

EXISTING SIGNS TO REMAIN

25,28,29 — ONLY

24,27 — ONLY

21,23 — Chillum Road

(DUAL FACED SIGNS)

PROPOSED SIGNALS

13,14,15,16 17,18,19,20 — 16" LED COUNTDOWN PEDESTRIAN SIGNAL

PROPOSED SIGNS

30,31,33 — PUSH BUTTON TO CROSS Chillum Road

32 — PUSH BUTTON TO CROSS Chillum Road

35,36 — PUSH BUTTON TO CROSS Queens Chapel Rd

34,37 — PUSH BUTTON TO CROSS Queens Chapel Rd

(START CROSSING / WATCH FOR TURNING CARS / DON'T START / FINISH CROSSING IF STARTED / TIME REMAINING TO FINISH CROSSING / PEDESTRIANS SHOULD NOT BE IN CROSSWALK)

STREET NAME IN BRAILLE TYPE 2

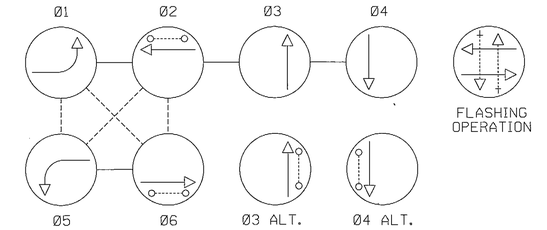
R10-3(1) 9" x 15" (TO BE INSTALLED WITH APS PUSHBUTTON)

41,44,46,48, 50,52,54 — S1-1 36"X36" (FYG) W16-7pL 24"X12" (FYG)

39,40,42,43,45, 47,49,51,53,55 — S1-1 36"X36" (FYG) W16-7pR 24"X12" (FYG)

38 — OM1-3 18"X18"

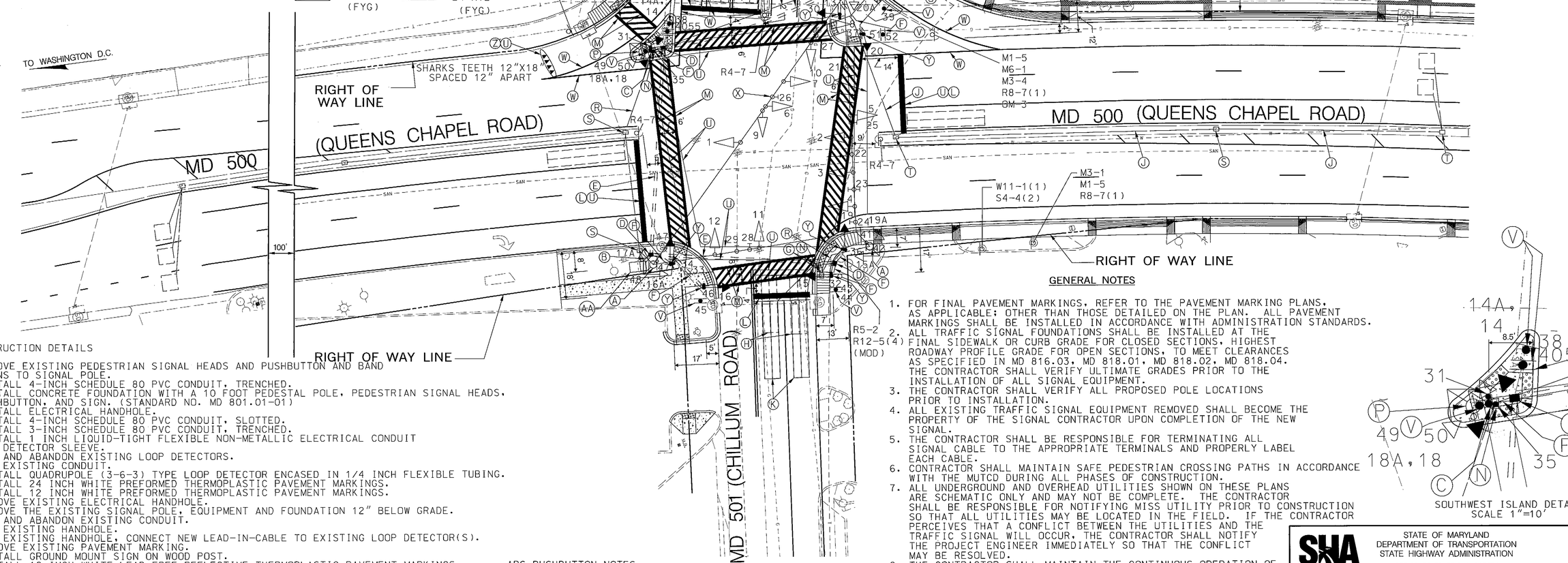
NEMA PHASING



NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

GENERAL NOTES (CONT.)

9. REMOVAL OF CONCRETE SIDEWALK AND CURBS TO THE NEAREST JOINT TO INSTALL CONDUIT SHALL BE INCIDENTAL TO THE COST OF THE CONDUIT AND AS DIRECTED BY THE ENGINEER. CONCRETE SIDEWALKS AND CURBS TO COVER CONDUIT TRENCHES SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER AND PAID FOR AT THE CONTRACT UNIT PRICE FOR CONCRETE SIDEWALK AND CURB AND GUTTER.
10. SIGNS INSTALLED IN CONCRETE SHALL HAVE A SLEEVED FOUNDATION.
11. REMOVE ALL UNUSED CABLES FROM CONDUIT.



CONSTRUCTION DETAILS

A-REMOVE EXISTING PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON AND BAND SIGNS TO SIGNAL POLE.
B-INSTALL 4-INCH SCHEDULE 80 PVC CONDUIT, TRENCHED.
C-INSTALL CONCRETE FOUNDATION WITH A 10 FOOT PEDESTAL POLE, PEDESTRIAN SIGNAL HEADS, PUSHBUTTON, AND SIGN. (STANDARD NO. MD 801.01-01)
D-INSTALL ELECTRICAL HANDHOLE.
E-INSTALL 4-INCH SCHEDULE 80 PVC CONDUIT, SLOTTED.
F-INSTALL 3-INCH SCHEDULE 80 PVC CONDUIT, TRENCHED.
G-INSTALL 1 INCH LIQUID-TIGHT FLEXIBLE NON-METALLIC ELECTRICAL CONDUIT FOR DETECTOR SLEEVE.
H-CUT AND ABANDON EXISTING LOOP DETECTORS.
J-USE EXISTING CONDUIT.
K-INSTALL QUADRUPOLE (3-6-3) TYPE LOOP DETECTOR ENCASED IN 1/4 INCH FLEXIBLE TUBING.
L-INSTALL 24 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
M-INSTALL 12 INCH WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKINGS.
N-REMOVE EXISTING ELECTRICAL HANDHOLE.
P-REMOVE THE EXISTING SIGNAL POLE, EQUIPMENT AND FOUNDATION 12" BELOW GRADE.
R-CAP AND ABANDON EXISTING CONDUIT.
S-USE EXISTING HANDHOLE.
T-USE EXISTING HANDHOLE, CONNECT NEW LEAD-IN-CABLE TO EXISTING LOOP DETECTOR(S).
U-REMOVE EXISTING PAVEMENT MARKING.
V-INSTALL GROUND MOUNT SIGN ON WOOD POST.
W-INSTALL 10 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS. (REMOVE EXISTING CONFLICTING MARKINGS AS NECESSARY)
X-REMOVE EXISTING OVERHEAD SIGN.
Y-INSTALL CONCRETE FOUNDATION WITH A 10 FOOT PEDESTAL POLE, PEDESTRIAN SIGNAL HEAD, PUSHBUTTON, AND SIGN. (STANDARD NO. MD 801.01-01)
Z-INSTALL WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS.
AA-INSTALL NEW 4 INCH CONDUIT ELBOW IN SIGNAL CABINET. INCIDENTAL TO THE COST OF 4 INCH SCHEDULE 80 PVC CONDUIT FROM THE NEW HANDHOLE TO THE CABINET.
BB-INSTALL 5 INCH WHITE LEAD FREE REFLECTIVE THERMOPLASTIC PAVEMENT MARKINGS
CC-INSTALL 5 INCH WHITE LEAD FREE THERMOPLASTIC PAVEMENT MARKINGS 3' LINE, 3' SPACE.

GEOMETRIC LEGEND
EXISTING
PROPOSED

UTILITY LEGEND
SD — STORM DRAIN
G — GAS MAIN
W — WATER MAIN
S — SEWER MAIN
E — ELECTRIC CABLES
A — AERIAL CABLES
T — TELEPHONE CABLES
F — FIBER-OPTIC

APS PUSHBUTTON NOTES

1. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR REACHING LESS THAN 18" FROM A 60"X60" LEVEL LANDING AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.
2. THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
3. PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
4. LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG 4E.2 AND NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNAL: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.

GENERAL NOTES

1. FOR FINAL PAVEMENT MARKINGS, REFER TO THE PAVEMENT MARKING PLANS, AS APPLICABLE; OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH ADMINISTRATION STANDARDS.
2. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
3. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE LOCATIONS PRIOR TO INSTALLATION.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. CONTRACTOR SHALL MAINTAIN SAFE PEDESTRIAN CROSSING PATHS IN ACCORDANCE WITH THE MUTCD DURING ALL PHASES OF CONSTRUCTION.
7. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN THE UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
8. THE CONTRACTOR SHALL MAINTAIN THE CONTINUOUS OPERATION OF ALL INTERCONNECT, VEHICULAR, PEDESTRIAN DETECTORS, AND LIGHTING DEVICES. IF ANY DEVICE IS DAMAGED BY THE CONTRACTOR, IT SHALL BE REPAIRED WITHIN 72 HOURS BY THE CONTRACTOR AT NO COST TO THE ADMINISTRATION AFTER NOTIFICATION BY THE ENGINEER.

SOUTHWEST ISLAND DETAIL
SCALE 1"=10'

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PLANNERS
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STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 500 (QUEENS CHAPEL ROAD) AT MD 501 (CHILLUM ROAD)

APPROVALS
TEAM LEADER
ASST. DIV. CHIEF — ORIGINAL ON FILE
DIVISION CHIEF
OFFICE DIRECTOR

REVISIONS
D — INSTALLATION OF APS/CPS — 04-2010 — AX7035169(A)
C — 10-17-91 SHA NO. P965-501-376 — REPLACE LOOP DETECTORS AND PEDESTRIAN SIGNAL POLE DUE TO GEOMETRIC REVISION
B — S.H.A. NO. 855-25003 — REVISE POLES AND SIGNAL HEADS

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' ADVERTISED DATE _____ CONTRACT NO. P-342-001-385

DESIGNED BY ROBERT W. TYSON
DRAWN BY BP WR
CHECKED BY
F.A.P. NO. U-158-1(1)
COUNTY PRINCE GEORGE'S
LOGMILE 16050000.74
TIMS NO. K261
TOD NO.

TS NO. 677D | DRAWING TS-1 OF 2 | SHEET NO. OF

PLOTTED: "04:24 PM on Wednesday, April 21, 2010"
FILE: M:\2009\01090619.04\drawings\pSG-P000_MD500&MD501.dgn